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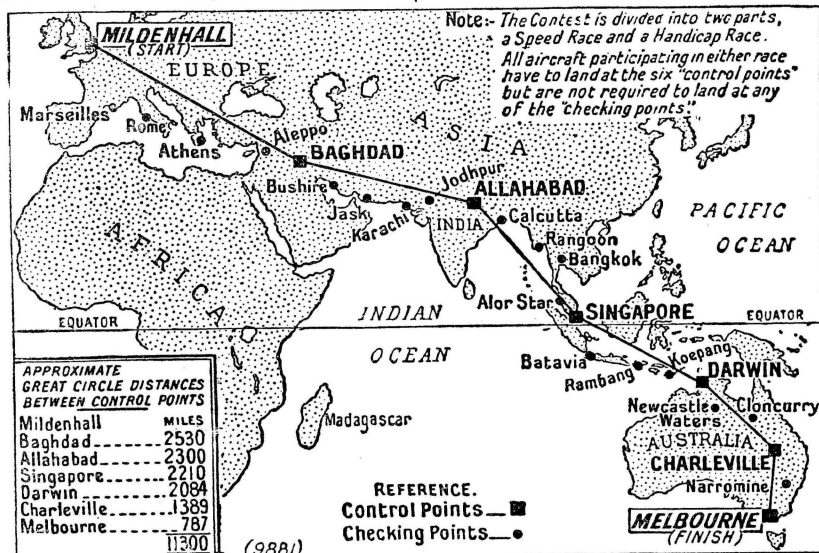
## Three Days From England to Melbourne:

### Britishers Win the Melbourne Centenary Air Race

The air race from England to Melbourne, which is part of the Melbourne Centenary celebrations, ended on Tuesday (October 23) morning in a victory for Britain. Mr. C. W. A. Scott and Mr. T. Campbell Black in their Comet aeroplane crossing the finishing line at 5.34 a.m. G.M.T. They had flown from England to Melbourne in two days 23 hours.

#### Leading The Field

Scott and Black had led the field since Mr. and Mrs. Mollison were delayed at Karachi. They experienced engine trouble crossing the Timor Sea. Repairs at Darwin enabled them to continue, and further repairs were required at Charleville to enable them to complete a remarkable achievement.



Mr. Parmentier and Mr. Moll, in the Dutch K.L.M. (Douglas) air liner, carrying three passengers, were second. On the last lap they had an adventurous time. Losing their way in the dark from Charleville, they had to come down at Albury, 160 miles from their goal, and were wedged in the mud. Hours of hard work, in which the inhabitants of Albury lent willing assistance, were necessary before they were able to resume the journey, to arrive in Melbourne by 12.34 on Wednesday morning.

Meantime their nearest rivals, the two Americans, Colonel Roscoe Turner and Mr. Clyde Pangborn, in their Boeing machine, were rapidly overhauling them, and at the Charleville stop were only two hours behind. At Bourke, halfway to Melbourne from Charleville, they were forced down for a time but were able to continue after a brief stop.

Large crowds awaited the arrival at the Flemington Racecourse, and gave the airmen an enthusiastic reception.

There has never been a race comparable to this race over a course of about 12,000 miles for a prize of £10,000. Nor has there ever been a race in which so many countries were represented or with so great a variety of aeroplanes in so small an entry as 20. The aeroplanes included a small two-seater such as an amateur may use; the racing type, which needs expert handling; and the air liner which has already begun its career as a commercial aeroplane.

#### Remarkable Speeds

The start took place on Saturday (October 20th) morning at Mildenhall, Suffolk, where, on the previous day, the King and Queen and the Prince of Wales wished the competitors a good journey. The beginning

of the race was seen at dawn by many thousands of people, most of whom had spent the night on the roads or camped in cars and caravans round the edges of the aerodrome. At 6.30 exactly Sir Alfred Bower, the acting Lord Mayor, dropped the starting flag for the first machine, and Mr. Mollison and Mrs. Mollison, who were the first to go, set their Comet under way. It was barely off the ground when Colonel Roscoe Turner's Boeing was flagged out, and soon afterwards the second and third Comets, with Mr. Cathcart Jones and Mr. K. F. H. Waller in one and Mr. Scott and Mr. Black in the other, followed. The other aeroplanes were put into the air in due course without mishap.

The first two days of flying set up at least two new records and put four competitors out of the race. Mr. and Mrs. Mollison, by their fast flight to Karachi, reduced the record for the journey to India from 50 hours (the time taken by Squadron Leader Jones-Williams and Flight-Lieutenant N. H. Jenkins in April, 1929) to 22 hours 13 minutes. The still more remarkable flight of Mr. C. W. A. Scott and Mr. T. Campbell Black to Singapore in 39 hours 56 minutes is about two days less than the best time for the journey made by Mr. C. T. P. Ulm a year ago. The time of the American air liner entered by the Netherlands was better than anything done before by a commercial aeroplane on the route to the East.

Four machines were out of the race—the Airspeed Viceroy flown by Captain Neville Stack, the Granville monoplane in which Miss Cochran and Mr. Wesley Smith were flying, the Lockheed Vega of Mr. J. Woods and Mr. D. C. Bennett, and the Pander, in which Mr. D. L. Asjes and Mr. G. J. Geysendorfer were the pilots.

#### Winners' Engine Trouble

The winners reached Charleville in their Comet aeroplane at 10.40 G.M.T. on Monday night, and left for Melbourne and the finishing line at 12.59 a.m. The journey to Charleville of 10,513 miles had been made in 64 hours 6 minutes. Their time to Darwin was two days four hours 33 minutes, a reduction of the record by four days 13 hours 12 minutes. The 2,084 miles from Singapore to Darwin occupied 11½ hours; the distance of 1,389 miles to Charleville was done in 9½ hours, at an average speed of about 147 miles an hour, as compared with 176 miles an hour on the previous stage.

This was due to engine trouble, which the airmen had already experienced when crossing the Timor Sea. As at Darwin, only one engine was running when the Comet landed at Charleville. Mechanics worked on it, but the engine was still

# Outlook for Naval Conference Dark with All Powers at Odds

By Hector C. Bywater, *Current History*, October, 1934

(Continued from Nov. Number)

Probably under the delusion that all naval competition had been ended by the Washington treaty, the United States for several years thereafter made no addition to its fleet. During the same period, however, all the other treaty powers were steadily reinforcing their armaments at sea, Great Britain being the last to join in. Soon, therefore, the United States found its relative strength declining. There followed an outcry against the other powers for starting a new naval race, though in fact, by systematically restoring their depleted fleets, they were only obeying the instinct of self-preservation. Each was scrupulously observing the Washington treaty rules and none made any attempt to exceed its legal quota in the categories of restricted tonnage.

Eventually, of course, the United States also had to resume building. Six heavy cruisers were begun in 1928 and authority was obtained for a larger program in the event of further disarmament negotiations proving futile. Finally, in 1930, the London treaty established definite quotas for all classes of naval tonnage in the case of Britain, the United States and Japan, but as France and Italy stood aloof, this arrangement, it was clear, could only be temporary. In consequence, the new treaty was scheduled to expire at the end of 1936.

It was a strangely one-sided compact. While, for example, Britain bound herself not to complete more than 91,000 tons of new cruisers in the period covered by the treaty, no similar obligation was laid upon the United States or Japan. Here, then, is a typical example of the secret diplo-

faulty when they took off, and they were obliged to return to the aerodrome for further repairs. They took off again successfully two hours and 19 minutes after their arrival.

On arriving at Darwin Scott said that the oil circulation system of one engine had given trouble half-way over the Timor Sea and the motor "packed up." They had flown the last two and a half hours on one engine. Beneath immense arc lights repairs began immediately.

The weather has given us everything that is bad this flight (he said). Terrible weather marked the trip across Europe, Turkey Syria, and Southern Asia. I am tired and wish it was all over, but I'm anxious to get on. The Comet is amazingly fast. It is a wonderful machine. We were worried approaching Singapore, because we didn't want to land there in darkness, so we flew about till dawn in high clouds, rain, and everything else the weather can do to make flying hazardous. We determined to reach Darwin in one hop and flew mostly over the sea. We made a course over Borneo and then across Flores. When over the Timor Sea the port motor packed up, giving us the scare of our lives. We knew then we had to reach Darwin on one engine. I don't mind admitting that we had lifebelts out. It was a nightmare the last two and a half hours, but it saved petrol. We were overjoyed to see Darwin aerodrome lights. We'll go on till we drop. We are determined to win.

## Reception of the Winners

Thousands of people on the ground, and scores of aeroplanes circling overhead,

macy practiced by the British Socialist leaders whose determination to score a party triumph blinded them to the higher claims of national security. As a sop to the Admiralty and to that section of the public which might protest against the uncompensated surrender of naval assets the "escalator" clause was inserted. This authorizes a signatory power to go beyond its tonnage quota in the event of a neighboring State, not a party to the pact, becoming a potential menace by reason of excessive naval building. Actually this safeguard is illusory, since invocation of the clause in question would invite a dangerous crisis.

## Puzzled by U. S. Policy

Suppose, for instance, that Great Britain, finding that both France and Italy had doubled their submarine fleets since the treaty—as indeed they have—resolved to build an additional 50,000 tons of anti-submarine craft by taking advantage of the escalator clause. As a first step she would have to notify her treaty partners, the United States and Japan, and justify her proposed action by indicting France and Italy as prospective enemies. It would be impossible to keep the ensuing correspondence between London, Washington and Tokyo a secret, and the effects of the disclosure on Britain's relations with her continental neighbors may readily be imagined. Eighteen months ago the British Premier told a peace deputation that if professional, that is, Admiralty, advice had been taken, the escalator clause would have been invoked in 1932. That this was not done is a tacit admission that as a safeguard the clause is worthless.

gave Mr. Scott and Mr. Black a tumultuous welcome as the Comet passed over Flemington. The Lord Mayor of Melbourne and Sir MacPherson Robertson, the donor of the prize for the race, were present.

Mr. Scott, speaking on landing, said:—"It seems that we started the race some five centuries ago. With every mile on our last lap to Melbourne it seemed that we slipped back two. I do not adequately realize that I am here. We looked upon it as our duty to get to Australia as soon as possible. We are happy and pleased and proud to think that we did so in a British plane."

When Mr. Black alighted his first words were: "I am fit, and have been perfectly fit throughout the flight." He added: "Complete lack of sleep except for brief dozes in the cramped cockpit made the flight one of the most trying experiences in my life, but the end of the last quarter of an hour, when we were wondering if the Comet's single engine would carry us to Flemington, made everything worth while. Two thermos flasks of black coffee kept us awake, and barley sugar and chocolate were about the most important things the machine carried, but there was also a small black cat mascot, 'Just for Luck.'"

As I have remarked, American naval policy is somewhat puzzling to the foreigner. For several years the United States may not lay a single man-of-war keel; then there comes a strenuous publicity campaign to rouse country and Congress, and eventually a big program of new construction is put in hand. This completed, another prolonged period of inactivity ensues; the relative strength that had been gained is gradually lost and once more there is hurried building on a large scale to restore the balance. Such a policy inevitably creates a false impression abroad and it is open to any foreign critic to one of these big programs—such as the NRA measure of 1933 and the Vinson bill of 1934—as evidence that the United States, while preaching the virtues of disarmament to others, is actually inaugurating a new naval race. Intelligent observers know this charge to be unfair, but for propaganda purposes the fact that the United States has authorized over 130 new fighting ships in twelve months can be exploited with telling effect.

## Japan's Force Concentrated

About Japan's naval policy there is nothing obscure or ambiguous. Its object is so to consolidate her strategic position as to render armed foreign interference in Eastern Asia physically impossible. That goal is now in sight, if it has not already been attained. Japan keeps no warships in foreign waters, nor does she possess overseas bases other than the mandated South Sea Islands. Her whole naval force is concentrated in home waters, where, thanks to geography and a first-class fleet, her position is practically impregnable. Judging from experience, no argument however plausible, no gesture however persuasive, will move her to reduce her naval armament by a single ton or a single gun below the standard which she deems necessary. On the contrary, having obtained a 3-5 ratio of strength at Washington, subsequently increased to 3½-5 at London, she is now demanding "parity in principle" and, by all accounts, will be satisfied with nothing less.

For reasons not wholly apparent to the outer world Japan professes to regard the year 1935 with grave apprehension. In that year, it is true, the next naval conference is to be held, and almost simultaneously Japan's withdrawal from the League of Nations will become definitive. On the face of it, however, there is nothing to indicate that tragic consequences will follow either event. Japan may, of course, anticipate a demand for the retrocession of the former German islands in the Pacific which she holds under the League's mandate and which are now considered to be important bastions in her rampart of defence. But if such a demand were raised it would probably be a mere formality to save the face of the League, since no one imagines that Japan would comply with it. As for the naval conference, a Japanese claim to parity would doubtless be resisted by Great Britain and the United States, but even so there would be ample scope for compromise. It is precisely because world naval policies are conflicting that these periodical armament talks are held, the object being to map out a multilateral policy acceptable to all and thus avoid, or

at least modify, the frankly competitive shipbuilding which is a danger to peace.

### Japan Master in Pacific

If the reported intention of the United States to evacuate the Philippines and withdraw its naval forces to Hawaii is actually carried out, the principal cause of armament rivalry with Japan will disappear, for the two fleets would then be so far apart as to render battle contact all but impossible. Such a development would materially weaken the Japanese case for a still larger navy, since she would then be left in unchallenged command of the Western Pacific. As every student of strategy is well aware, Japan's mastery of her own waters is already absolute. Nevertheless, the presence of an American squadron at Manila is always a convenient pretext for Japanese big-navy propaganda.

Neither France nor Italy is expected to be an enthusiastic participant in next year's conference. They know that one of its chief objects will be to limit the production of submarines and light surface craft—the very types to which they are most partial. Both declined to accept any restriction on tonnage at the London parley, and there is nothing to indicate any change in their attitudes. Each power is creating a most formidable submarine fleet. France has 109 boats and Italy 65, the majority of which are of up-to-date design. These totals are sufficient to explain why Great Britain could not in any circumstances agree to an extension of the London treaty in its present form, escalator clause or no escalator clause.

In both France and Italy naval defense is receiving much more attention than formerly. The first is determined to be mistress of the Mediterranean, mainly because of her vital lines of communication with North Africa, her principal reservoir of military manpower. Further, the renaissance of the German navy is viewed with growing anxiety and has already prompted France to lay down two 26,500-ton battleships at a cost of more than \$30,000,000 apiece. It is typical of the close interrelationship of naval armaments that this step by France, although directed against Germany, has impelled Italy also to order two battleships. Political conditions today are such that the laying of a man-of-war keel almost anywhere is apt to produce repercussions "from China to Peru."

As foreshadowed by official statements and unofficial clues, the programs of the various power to be presented at next year's conference will approximate to the following summary:

The British Empire. Further reductions of naval armaments must be absolutely conditional on the agreement of all powers concerned, not merely two or three of them. In other words, unless the three-power treaty negotiated at London in 1930 can be extended to cover France and Italy, Great Britain will not renew it. Nor will she be disposed to perpetuate the existing ratios of cruiser and other light tonnage without drastic reduction of the French and Italian submarine and light forces. On the contrary, if those forces are to remain at their present strength, Britain will insist on a substantially higher ratio of counter-tonnage. She advocates a trenchant scaling down in the size and armament of all

combatant craft. The battleship standard, now at 35,000 tons and 16-inch guns, should be lowered to 25,000 tons and 12-inch guns, or, subject to corresponding cruiser restriction, to 22,000 tons and 11-inch guns. The present cruiser standard of 10,000 tons and 8-inch guns should be 7,000 tons and 6-inch guns. Battleships and cruisers of these smaller types would, it is claimed, be perfectly competent to perform all reasonable functions. The submarine should be totally abolished, or, alternatively, limited to 250 tons, which would restrict its operations to coastal defense and disqualify it to act as a commerce raider on the high seas. Finally, British favors some form of control over naval aircraft, which for the present are not restricted by treaty.

### U. S. Wants Sweeping Cut

The United States is expected to propose a sweeping *pari passu* cut in the strength of all navies concerned, probably by one-third. It is sympathetic in principle to British views on the submarine, but does not desire any reduction in the size or armament of battleships and cruisers, holding that the present standards, which involve heavy building costs, are the best deterrent to unbridled competition, besides being suited to American strategic requirements.

Japan will denounce the Washington-London ratios and demand full parity, in principle, with Great Britain and the United States. The Japanese will insist on the confirmation of Article 19 of the Washington treaty (forbidding development of Pacific insular fleet bases) and will certainly make this a fundamental condition of any new pact. They will urge the total

### The Drama of the Pacific

*Being a Treatise on the Immediate Problems which face Japan in the Pacific.*

By Major Bodley

Price ¥2.00

abolition of aircraft-carriers on the ground of their essentially aggressive character. Japan fears these ships more than any other naval craft. She dreads the possibility of large enemy carriers streaming across the Pacific to send off swarms of bombing planes against Tokyo and other populous centres, where heavy-calibre bombs would cause indescribable devastation amid the lightly built sections. Although wedded to the submarine, which she has energetically developed, Japan might be prepared to accept further restriction of this arm in return for some sort of embargo on aircraft-carriers. As regards battleships and cruisers, she favors modified dimensions somewhat on the British plan, but has made it clear that if future American ships are built to existing treaty standards she will follow suit.

France will take a strong line at the conference and, most probably, decline to consider proposals for the limitation of her light forces, whether submarine or surface. It is to be feared that political friction may be engendered, since Great Britain will undoubtedly press for such limitation and make it a bed-rock condition not merely of any further scaling down of British naval armaments, but for their maintenance at the present and in expert opinion wholly inadequate standard. While willing to confirm, in principle, the Italian demand for equality, France is privately determined to

maintain a substantial lead over the Italian fleet, and for that reason, if for no other, is certain to press for light-tonnage quotas far in excess of the maximum to which Britain could agree.

### Italy's Policy Outlined

Italy's policy, enunciated at the London parley in 1930, has undergone no serious modification. Its guiding principles are unqualified parity with France. In other words, the French maximum of combatant power at sea automatically becomes the Italian minimum. That Italy is not bluffing is demonstrated by the truly marvelous development of her navy in the last ten years. In cruisers she has built keel-for-keel against France, in submarines and destroyers she is creeping up to the French level, and by her bold decision to build this year the two largest battleships in the world she has canceled the French margin in heavy tonnage. If these two powers are represented at the conference, fireworks are inevitable.

How, then, are the prospects to be summarized? Frankly, they are black. With the possible and dubious exception of Great Britain and the United States, all the powers are at sixes and sevens in respect of naval policy. However much British statesmen may wish to work in accord with the United States, they are bound to consider, in the first place, the balance of power in European waters, and this, as it happens, is just that aspect of the general problem in which the United States is least interested. The situation in the Pacific is comparatively simple and, given a modicum of good-will all round, it should be no difficult matter to determine, either roughly or precisely, the future dimensions of the navies of the three powers chiefly interested. A combined Anglo-American front at the council table would probably induce a reasonable frame of mind in the Japanese delegates, who, being men of sense, would know that neither Great Britain nor America harbored designs against the peace of the Far East.

But tied fast to the leg of British statesmanship is the ball and chain of potential, if not actual, menace in the North Sea, the Channel and the Mediterranean. To invite Great Britain to sign a disarmament pact based on Pacific strategy alone would be tantamount to asking the United States to frame its future naval policy without the slightest reference to Caribbean or South American waters or, indeed, the Atlantic as a whole.

### Many Dangers Ahead

The track of the 1935 naval conference bristles with danger signals which cannot be ignored without courting disaster. It will be held in an atmosphere highly charged with electricity. No swift success need be anticipated. A previous alignment of British and American views on the Rapidan principle will not avail this time and would probably do more harm than good. Japan, France and Italy are one and all in a suspicious and very touchy mood on the subject of armaments. If the conference is to avoid shipwreck, its course must be steered with consummate finesse. This time the rule-of-thumb navigation methods which proved effective at Washington in 1921-22 and at London in 1930 will be of no avail.



# The Rising Son of the Rising Sun

*What of the young generation of American-born, American-educated Japanese who live within our gates? Aiji Tashiro discusses this emergent problem autobiographically and in the light of one who has been dubbed: "Rising Son of the Rising Sun."*

By AIJI TASHIRO (New Outlook, September, 1934)

(Continued from Last Number)

What has New England done for me? It has prevented me from becoming a research bacteriologist—from wearing suits which are too big and hats which are too small. It has prevented me from having my hair cut high above my ears—from being an epitome of politeness and shyness. It has led me from Saturday night church socials to tread the paths of iniquity to Mrs. Theis' beer flat, or to a fraternity dance. It has resulted in my establishing Rabelais, Villon, Rupert Brookes and Anatole France as my gods instead of the sayings of Confucius. It has, in short, made me just an average college student. I have no tortoise rimmed goggles nor Tau Beta Pi key as souvenirs of my four years at college. The hiatus from campus to business world finds me reminiscing happily over a series of rather pleasant college escapades bordering on the Scott Fitzgerald pattern.

I remember my amazement on seeing from the train window at Spokane, five red-capped Japanese porters. All of them were perfect strangers and yet, somehow, I felt that I had known them intimately for years. This feeling might be explained by the fact that there was a very intimate acquaintanceship among all the Japanese residents of New England. One spoke of the Kiharas who were farmers in Massachusetts, the Miyagas who owned a restaurant in Boston, the Arais who lived in New York, as if they were next door neighbors.

The first two months in Seattle were rather overwhelming inasmuch as I met and saw hundreds of Japanese of all classes, who were perfect strangers. The enjoyment of seeing hundreds of Japanese children of my own age was short lived. I soon found out that I was regarded offishly by them as being an American. And it must have been rather strange to them that I was unable to speak Japanese. However, they did not realize that I understood their rather cutting commentaries perfectly. Whatever inimical treatment I received from them through the day, however, was more than compensated for when 3:30 came. While I was free to read or loaf and enjoy all the privileges of youth, my Japanese contemporaries were compelled by their parents to attend Japanese school for two hours to learn the finer arts of writing and reading their mother tongue.

I made some attempt about this time to analyze the strange contrast between my contemporaries' family life and my own. I began to classify them, even coining words to satisfy my needs. There was a class of Japanese that I called "Typs." This was an abbreviation for "typical Jap." A "Typ" usually needed a haircut or had too obviously just had one. He lived in one of the drab houses near Yeslerway with half a dozen or more brothers and sisters, all just one year

separated in age. His father ran a grocery store; his sisters finished high school and worked in a market. The "Typ" was enviably proficient in Math and in Art; totally lacking in the finer points of social grace. His clothes were incongruous and misfit. He either slunk timidly in the society of Americans or assumed a defiant, truculent air. He was impervious to self-consciousness, if the latter class, and persisted in jabbering loudly in Japanese in the presence of Americans. All "Typs" cliqued together in school and out. The timid kind went on to college and became Phi Beta Kappas and "Doctors." The brazen variety became the denizens of pool halls and street corners. I decided that I was not a "Typ."

Then there was a class with whom I had little contact. They were the sons of bankers, importers and professional men in town. Some of these I classed as "Typs," nevertheless, because they resided in the Japanese colony. The majority of them, however, lived in the better residential districts of town and seldom came to the colony except to attend church. Although they drove big cars and owned extensive wardrobes, they still adhered to atrocious haircuts. They were treated almost obsequiously by their American companions, because of their wealth. At least, so I decided. I decided that I was not in this class either, for despite their outward conversion to Occidental living I knew that they were basically still Japanese.

A typical example was George, a friend of mine who was the son of a wealthy importer. His case was typical of the Japanese emphasis of primogeniture, and the peculiar attitude of Japanese men toward women. I had always thought of George as a youth thoroughly Americanized, for he was born and reared in America. But one day, on visiting his home, I was astounded by the humble air in which his own mother served him and the lordly attitude in which he ordered her about. He adopted the same attitude toward his sisters. Even his eight-year-old brother wielded the Japanese prerogatives of the masculine sex by ordering his much older sisters about like a young tyrant.

George confided to me that he was to be sent to an Eastern university to study "Business Administration," after which he would go to Japan to take care of his father's business. He mentioned casually that there was a girl in Japan that he was going to marry—he had never seen her. His younger brothers cherished aspirations toward college as well. I later learned that although George's way through college was literally paved with gold, his younger brothers had been left to shift for themselves. George's father had completed his duty by financing his oldest son's career.

Outwardly George and his family were

as American as Babbitt, from the grand piano in the living room to the electric waffle iron in the breakfast nook. But the last remnants of a Japanese heritage would not disappear until another generation. When I last heard from George, who had finished school several years ahead of me, he admitted that he had gradually slipped into the Japanese way of things. He was living in Tokyo—had come to like Japanese food, and his two-year-old youngster spoke remarkably fine Japanese for an American.

I do not state that George's destiny is typical of the younger Japanese generation of America. But I will maintain that as more and more of them become of marrying age and have children who are decidedly American, that a problem is being created which is political, social and even athletic. Last year, a Pacific Coast League baseball team signed up a Japanese ball player for the first time in baseball annals. The magnates realized that the numerous Japanese on the coast were avid baseball fans and that a Japanese player would be an attraction.

The pendulum has swung the other way. The new generation is American. They play golf. They are adapting themselves to contract bridge, and even acquiring a resentment toward foreigners. Statistics show that they are taller, less artistic, lighter in complexion than their parents. In time to come, perhaps even flat noses, almond eyes, and black hair will be modified. And in that time even the bugaboo of syndicate newspapers, intermarriage, may become prevalent.

This question of racial intermarriage has been brought to my attention many times. The average Anglo-Saxon frowns upon the suggestion. There are others who boast that they are broad-minded. They are inclined to hesitate a bit when one asks if they would object to their own brothers or sisters marrying an Oriental. The opponent of racial intermarriage has a score of arguments at his disposal. He flaunts the case of Mary, Ruth or Jane who married a Jap. The marriage ended in murder, discontentment and disillusion. The children were deformed, snubbed or suffered from a hundred complexes. I do not advocate racial intermarriage. But I question very much some of the arguments of those who are decidedly antagonistic to it. True there have been many unhappy marriages between Asiatics and Anglo-Saxons. One could easily find the reason why marital life was a discord. In the majority of cases, although the man concerned was of means, and of genteel breeding, he was at heart a "typ" and expected women to take a secondary place in the scheme of things. This peculiar relationship between himself and his wife was bred in him. No American woman would stand for such a subordinate position in the marriage relationship. Then, of course, there is the other extreme in which a woman from a class in which discordant marriages run high, marries an Oriental, through distorted romantic notions, or through an avidness for publicity. The male often turns out to be a chauffeur, a cook or pool hall boy type. Such marriages, even among Anglo-Saxons in similar classes of society, result in a large percentage of failures.



I am acquainted with scores of women and men of Japanese parentage who have married Occidentals. Most of them have been well educated and have been brought up in an American environment similar to my own. The children from such unions seem in all ways healthy and normal. How they will react to the stigma of their parenthood has yet to be seen. The average Japanese looks with disfavor upon intermarriage, an attitude also prevalent among Semitics with whom the Japanese share many traits. Both races are aware of their deep religious heritage. Both races feel that they are far superior to other peoples and that alien blood should not be allowed to mingle with their own.

I have been asked many times whether I would marry an American girl, or one of Japanese parentage. My brief sojourn on the Coast where Japanese families abound, brought me into contact with many girls of my age. But, somehow, they had no attraction for me. Perhaps, if the case were analyzed, it might be found that I had seen too many movies of blonde heroines with blue eyes and fair skins. Or maybe I was influenced by Schopenhauer's metaphysical reasoning of the attraction of opposites. I do not know any more than my interrogators who ask whom I will marry, but there is no doubt that my tastes are Occidental.

The "Typ," as I have classified him, shied from social engagements to church activities, or stag functions. But, as I previously mentioned, I was not a "Typ." On the college campus I was joshed good-naturedly, for a long while, by friends of both sexes for my failure to appear at social functions ranging from the Junior Prom to sorority dances. It finally dawned upon me that these jests concealed a certain grain of sincerity. After finally garnering enough courage to attend a few functions I felt thoroughly at ease. True I have had few dates. Somewhere in the back of my mind lurks a sensitiveness to refusal, or the suspicion that the date might accept merely as a matter of politeness. Strolling about the campus with some fair co-ed or cutting in on a friend

at some school dance has never brought to the surface the old race consciousness. But to meet the same co-ed downtown and to sit with her even on a street car is an ordeal. Unfamiliar eyes seem to gawk from every nook and cranny. And to think of taking a date to a function off the campus is sheer mental discomfiture.

The average American, if there be such, would have no idea of approaching a stranger on the street to ask him if he were a Swede or a Norwegian. And yet, rarely a day passes when some perfect stranger does not stop me to ask if I am an Hawaiian or a Filipino. Of course, I am pestered from other sources too. Would I please inform the writer of a letter if women and men bathe together in Japan? Would I talk to the Businessmen's Club upon the Japanese policy in Manchuria?

Among other questions are: Would I translate the inscription on this vase? Is this print an authentic Hiroshige? Do I know a Japanese boy at Columbia University whose first name is Hideo? He resembles me a great deal.

The Western mind has not yet arrived at the stage where it can differentiate one Oriental from another, even racially. No doubt the cartoonists and novelists are responsible for this. Caricatures show all Japanese with prominent teeth, an abundance of gold bridge work, slanting eyes and coarse black hair. Story writers elaborate upon this framework by proclaiming all Japanese to have difficulty in pronouncing *f's* and *r's*. The story writers' presentation of Oriental dialect, except for a tendency to make all Orientals hiss, or speak pidgeon English, is, in some degree, true. One who has been speaking Japanese from early youth never masters the knack of pronouncing the English *f's*. Thus he pronounces "friend" as "hhriend." And invariably he break his words up into syllables.

The movies, too, have done their bit in informing the public how the Japanese may be identified. All Japanese, according to newsreels, have a flair for derby

hats. Popular information attributes to the Japanese an adeptness in throwing knives and a proficiency in *jiu-sitsu* by which a thrust at some hidden nerve allows him to disable the biggest of opponents. Then, too, there is the prevalent conception that all Japanese are secret emissaries of the Emperor who huddle nightly over their opium pipes to trace on maps tentative routes for invasion of the United States.

I am symbolic of the poor homesick foreigner, friendless and bewildered in a strange environment. Many a conscientious Christian's sense of duty has been appeased by extending to me an invitation to dinner or church, or by presenting me with two tickets to a church social. I am regarded as a connoisseur of art and called upon to give my opinion of a Japanese print which is reputed to be 500 years old, or to vouch for the authenticity of a piece of lacquer or china, the facsimile of which is in the Museum.

I am considered an authority on the culinary secrets of the East, from the correct way to cook rice to the proper method to serve tea. I am the insidious Jap who has an undying hatred of all Chinamen. . . . I am the "Rising Son of the Rising Sun."

The professor's inadvertent remark "Rising Son of the Rising Sun" bids fair to compete with Kipling's immortal lines of the meeting of the East and West. I muse upon it as I sit here in my room. From the Student's Union Building there comes the strains of an old melody, Paul Whiteman's "Japanese Sandman." Soft lights—and low laughter—all the glamour of college beckons me there to the last dance of the college year. But now in the twilight of a college career I dread to go. The friends in the stag line would nod and jest with me. They would josh me about my somewhat boisterous actions at Homecoming Day. They would repeat that standard joke about my picking a fight with the Chinese laundryman at the corner. But behind all their badinage I know there lies a certain sympathetic curiosity as to my future. I am one of the landmarks by which they would remember college. Should they run across one another in the future, they would invariably ask, "I wonder what's become of that Jap who was in our class?" A certain sorrow hangs upon me that the world as a whole is too large for me to impress with the fact that I am no different from anyone else, as I have done in the cloistered seclusion of college.

Through the dormitory window the shrill notes of a violin enter and pry about the room with delicate fingers. The trombones and brass are muted. A flood of memories assail me. I remember the cold New England nights when I lay awake looking at the stars as the wailing of my father's sakuashi crept up the darkened stairs. The voice of the flute has long been the unfathomable voice of the East beating upon the West with futility. Voices pass below the window. A breeze sweeps in the Quad and the leaves on the maple rustle unceasingly. Moonlight drips coldly upon the gargoyles peering over the athletic field.

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HOKUSEIDO

## FUNERAL RITES IN BELGRADE

### A Pageant of Mourning

Special to the Times, London

On Thursday (October 18), with aeroplanes circling round the hilltop, with church bells clanging and salvos of gun and musketry fire coming from the fields below, King Alexander was laid to rest in the crypt of the Church of the Karageorgievitchs at Oplenatz, after a pageant of mourning the like of which Yugoslavia has never seen.

King Peter I. began and King Alexander himself finished the church at Oplenatz, which, a landmark for many miles around, overlooks the village of Topola, the first capital of liberated Serbia 130 years ago. Topola awoke to unaccustomed life. The soldiers of the Royal Guard arrived and lined the road leading to the hilltop. Patriot Komitajis, those stalwart fighters for Serbian freedom in the past, were also there with their cartridge belts and rifles. The peasants strewed the road with flowers against the King's coming, and patiently waited. Early in the afternoon the aeroplanes which had escorted the coffin on its journey by rail and road from Belgrade began to circle round the church on the hill.

### A Shower of Flowers

Far away along the winding road in the valley the train of motor-cars appeared and made its way to Topola and up the hillside. At the church a score of peasants waited to carry the King's coffin, and just as the hearse halted alongside them four Yugoslav bombers came thundering overhead and dropped masses of flowers which fluttered down and fell gently about the coffin. The young King Peter II., with the Queen-Mother, stepped from the first car; wearing the grey dress and black and red cap of the Sokols, he stood at the salute while the funeral procession was formed. First came, carried by soldiers of the Royal Guard, the traditional Cross and wheat cake, symbolizing the adaptation of the old pagan Slav customs to the rites of Christianity. The coffin followed and behind it came the young King, with his mother and his grandmother, the Queen-Mother of Rumania; the First Regent, Prince Paul, and his consort, her sister Princess Marina, and the other members of the Royal Family.

A brilliant company followed them, the King of Rumania in Yugoslav uniform, the French President, M. Lebrun, the Duke of Kent in naval uniform, Prince Cyril of Bulgaria, and the Duke of Spoleto. General Göring, in the grey-green and crimson of a Reichswehr general, was next to Marshal Pétain in the vivid uniform of a Marshal of France. The glittering uniforms of many foreign armies and of the Diplomatic Corps followed until the last mourner had entered.

There was a pause, which was filled with the roar of aeroplanes overhead and the boom of gunfire from the hillside. Then the clangour of the bells burst forth again, the sun broke through the clouds, and King Peter II. reappeared and went with his mother down the steps to the waiting car. The Queen-Mother was

deeply affected, and from the peasants round about came wailing cries. The rest of the mourners followed, and soon the long train of motor-cars was moving back along the road to Belgrade. The aeroplanes dropped their last flowers and followed the cars; the troops formed up and marched off; King Alexander's journeyings were at last ended.

### Procession in Belgrade

In the morning the funeral service was held at the Cathedral in Belgrade. King Peter was loudly cheered as he drove with his mother to the Cathedral and he smiled at the crowds. After the service the coffin was brought to the station escorted by troops of many foreign armies, whose uniforms mingled with the striking costumes of the Montenegrin and Dalmatian delegations and with the ornate vestments and crowns of the Orthodox clergy, to provide a pattern of colour in great contrast to the sombreness of Belgrade, where black hangings were everywhere.

As the King's coffin passed the grief of the people was expressed in a striking form. Its approach was heralded by a kind of wailing sound which grew louder as it drew nearer and proved to be the sobbing of men and women in the crowd. The majority of the watchers were people of the humblest and simplest type and

these gave way to their grief without any restraint. Thus the King's coffin, lying on a gun-carriage drawn by a score of soldiers and followed on foot by King Peter and the same distinguished company which travelled to Oplenatz in the afternoon, was accompanied all the way to the station by this sound of lamentation. At the station Colour detachments from all the Yugoslav regiments and the foreign troops marched past the dead King's coffin before it was put on the train. Then it was taken by rail to Mladenovatch and from there by road to Oplenatz for the last scene of all.

The Fighting Forces of the British Crown were represented by Admiral Sir William Fisher, Commander-in-Chief, Mediterranean Station, General Sir Walter Braithwaite, Governor of Chelsea Hospital, and Air Vice-Marshal P. B. Joubert de la Ferté, Air Officer Commanding Fighting Area, Air Defence of Great Britain.

King Alexander had lain in state on the previous day in the former ballroom of the Old Palace in the town, converted by purple draperies into a sombre chamber lit only by tall candles. On the coffin lay the crown with which King Peter I. was crowned King of Serbia in 1904. All day long the chapel was filled with mourners, ranging from Kings and Princes to the humblest of the late King's subjects.



## 編輯室から



◎鳥 兎 兎 々 早くも昭和九年は暮れやうとして居る。編輯者としては誠に忙しい一年であつた。僅に八頁の小冊子乍ら、それ相應に苦心させられたものである。載せたいと思ふ記事は有り餘るし、紙面は極く限られて居るし、讀者に依つて御希望の向が違ふし、小雑誌なるが故の苦心は容易でない。讀者に依つては御不満もあつた事であらう、然し編輯者としては「小雑誌なるが故に」已むを得なかつた事を述べて御寛容を乞ふ次第である。然し何故現在の様な形式を取つて居るか? に就ては一言斯う云ふ年度變りの時機にでも申述べて御諒解を得て置く方がいゝと思ふ。編輯者が本誌の大きな使命と心得て居る事は、(一) 本誌の讀者の大部分である學生諸氏の英語の勉強は動もすれば文學物ばかりに偏し易いと聞く、然し乍ら語學の勉強としては其他にも色々なものを讀んで置く方が實際的でないかと思ふ、本誌は其意味の二小機關たらん事を期するものである。(二) 時機だとか、チャナリスチックなものだと云ふ事は即ち非永久的とか無價値なものだと頭から決めてかゝる人が多い、形式的考へ方の舊套を脱せざるも甚だしい、ヘルンも嘗て新聞の寄稿家であり記者であつた。ゲイツケンズも然うだつた、其他幾多の文人がチャナリスチックの如から育つた事か! コンマの打ち方が前世期式のそれと違ふからとか、スタイルが所謂「チャナリスチック」とか云つて居ては、活ける言語の呼吸に觸れる事は出来ない。俗て所謂の時文の中に名文があるならば別にしても、學生諸君の英語勉強の上から云つて時文は重要な位置を占めて然るべきものかと思ふ。生活に近い材料を教材とする事は學習者に興味を最も多く持たせると云ふ意味から云つて、學習効果の多くなるは心理學の教ゆる所である。(三) 些細な紙面を通じて極く些少なりとも、日本の新聞雑誌で餘り得られない様な世界の狀勢に關するインフォメーションを供給したいのである。此の紙面を以

てしては夫れは勿論大それた望みには違ひなからうが。然し斯うして過ぎし一年を顧みると、成せる所更に意の如くならず、衷心促怛たるのみである。

◎軍縮豫備會商は愈々行詰つた様である。奇蹟的妙案でも現はれるのでなければ、結局テッドロックの儘で三五年を迎へる事にならう。そして日本は豫定の通り近く華府條約の廢棄を宣言する事になるだらう。それにして、今度の會商に關連して想はせられる事は、米國民、米國の輿論が兎角感情的なうとするの對して、英國の輿論が落着いて餘裕を見せて居る事である。日英の主張が幾らか接近して居る事も其理由であらうが、あながち夫れ許りでもなささうだ。パイウオター氏の海軍問題論及び田代氏の「日本の明日」なる文章も本號で完結する。十月下旬メルボルン百年祭の時に行はれた英濠間の飛行競争は近來の觀物であつた。英濠間約一萬二千哩を二日と廿三時間餘、偉なりと云ひつべしだ。ユーゴスラヴィアの英主アレキサンダー陛下の薨去はユーゴ國民に取つて耐え難い悲みであつたらしい、ユーゴ農民が棺を前にして泣き崩れて居る様子がタイムスの電報によく書かれて居る。◎吾が出版部の本が近來益々諸外國で評判になつて來た。英、米、獨等の新聞が相當の紙面に割いて批評した事は度々であるが、今度は北歐の一角フィンランドの新聞紙スウェンスカ・ブレツセン紙にフィンランド第一の女流作家 Miss Hagar Olson が才筆を揮つて Mr. Lee: A Tokyo Calendar と G. Gaiger: Dolls on Display (北星堂出版) の二冊に就て約一頁を費した批評を載せたものが最近送り届けられた。寫眞にして御覽に入れる事とした。また同くフィンランド第一の本屋から十一月二日から七日間を期して北星堂本デーとして陳列窓全部に飾り立てる事にしたと云つて來て居る。斯うして日本の文化が少づつても海外に傳へられて行く事は御同慶に耐えない所である。

× × ×

◎年末に際し讀者諸賢の御健勝を祈る。

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理科的にして而かも文藝的の香り富き世界的名著五篇を撰擇し、各々の内容、特質を容易くつかみ得るやうに英文解説を以て前後をつぐ。収むる所 **Charles Darwin:** The Origin of Species.—**J. H. Fabre:** The Wonders of Instinct.—**M. Maeterlinck:** The Life of the Bee.—**Izaak Walton:** The Compleat Angler.—**W. H. Hudson:** Adventures Among Birds.

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以上の中、Gibbon の一篇を除き他は悉く興味ある近世西洋史に取材せるもの。

## John Milton, By Lord Macaulay

Edited by I. Nishizaki To be Published in Dec., 1934

Carlyle と對立して一世の評論家たるの名を惹いた Macaulay の代表作である。Milton の詩を論じ更にクロムウエル派たる彼の政治的活動の功罪を辯じて暗に自派 Whig 黨のため萬丈の氣を吐けるもの。その立論の明快と文章の流暢とは定評ある處。Oxford 版や Macmillan 本を參照し、各頁に英文脚註を附して政治的背景を詳かにし、巻終には本論の Abstract 並びに Milton, Macaulay 兩者の詳年表を掲げて參考教材とした。

## Sesame and Lilies, By John Ruskin

To be Published in Dec., 1934

ラスキンの諸著作の中でも、各國の知識階級に最も廣く愛讀され、本邦では大學受験に必讀の良書となつてゐるもの。本書は最も權威ある Cook, Wedderburn 兩氏編三十九冊の全集に據つて嚴密な校訂を致し再版 (1861 年)、1871 年版 1881 年版の各序文を附し、これに本文 200 頁、更に各頁の下欄に、引用句文や參照項目に關して純學理的な英文脚註を與へたるもの。

## St. John Ervine's Essays

Compiled by Y. Niitsu To be Published in Jan., 1935

**St. John Greer Ervine:** Irish dramatist and author. Born in Belfast in 1883. Was manager of the Abbey Theatre, Dublin. Served in the Great War and was wounded, resulting in the loss of a leg.

Made a success in his play "Jane Clegg." His play "The First Mrs. Fraser" had a run of 638 performances at the Theatre Royal, Haymarket, London. His "Life of Parnell" evoked mingled praise and controversy.

Has done useful service for the theatre as a vigorous and commonsensical dramatic critic.